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Palmetto AVIATION

VOLUME 31 / NUMBER 2

Published by the South Carolina Aeronautics Commission

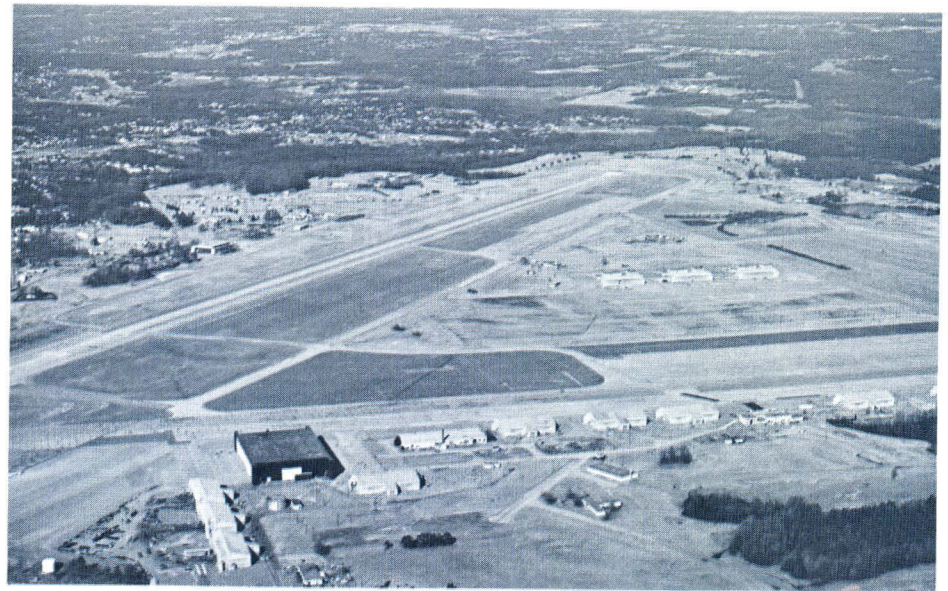
MARCH, 1981

Donaldson hopes to attract air cargo

Donaldson Air Park, the former Air Force base which was turned into a thriving industrial center, is now making a major effort to attract regional air cargo carriers.

The old air transport base is ideally suited to serve the heavy jets and jet props which fly the nation's cargo: the primary runway, made of 12-inch thick reinforced concrete is 8,000 feet long and 300 feet wide. The generous ramp will allow several multi-engine transport aircraft to maneuver at once and the huge hangers left by the military are still very servicable.

About two years ago, Pinehurst Airlines moved its headquarters from Pinehurst, N.C. to Donaldson to take advantage of the facilities. With a fleet of eight YS-11's, it has been flying cargo for Airborne Express and United Parcel



Service. This spring, Pinehurst will enter the commuter business with 60-seat aircraft serving Atlanta, Birmingham, Brunswick and points northward from Greenville-Spartanburg Jetport.

With Pinehurst beginning an ambitious expansion program and several other carriers expressing interest in the field, there is a strong possibility that Donaldson could become a major

regional air cargo sorting terminal in the next three years.

But to serve that level of carrier adequately, Donaldson must have an instrument landing system (ILS) to give the field all weather capability.

General Manager Charles L. Sanders recently requested \$165,000 from the State Aeronautics Commission to pay half the estimated cost of a full ILS. At present the field is limited to VFR operations. Sanders is also trying to get the airport included in the National Airport System Plan (NASP) so it will be eligible for federal airport development aid funding.

In the meantime, a radiobeacon has been installed (GOX on 338 kHz) and FAA certification of an NDB approach is expected about mid-April.

A few weeks ago, Sanders said, two United Parcel DC-8's wanted to come in and refuel but were prevented by insurance requirements from landing because the field didn't have a published instrument approach. Donaldson lost thousands of dollars in potential fuel sales because of that. Sanders said cargo

Continued on next page

Thunderbirds to perform at Donaldson May 2, 3

An air show featuring the U.S. Air Force Thunderbirds and other aerobatic pilots will be held at Donaldson Air Park May 2 and 3 in Greenville.

The show, an annual benefit for the Boy's Home of the South, will also feature static displays including the giant C-5A.

Show coordinator Jim Craig says there is plenty of ramp space on the field so aircraft parking will be no problem. 100 LL and Jet A fuel will be available from the FBO, Palmetto Executive Air. Donaldson radio beacon (GOX) is 338; unicom is 123.0.

Details will be in the next issue of "Palmetto Aviation".



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Donaldson seeks air cargo

Continued from page 1

carriers like the idea of using Donaldson because it is large enough to handle the aircraft but lacks the congestion of terminals like Atlanta and Charlotte.

Donaldson also has a unicom and when you call in (123.0 kHz) you will be answered by Palmetto Executive Air, Inc. — the airport's FBO. Palmetto is actually a subsidiary of Pinehurst Airlines and was set up to support the serving of the Pinehurst YS-11 fleet and to act as a distributor and sales agent for Rockwell International. If you are in the market for a turbo Commander 840 or 980, Palmetto is the place to go.

E.G. Adams, president of Palmetto Executive Air, is in the process of working up a full service, class I service center for Rockwell offering complete maintenance and overhaul on engine, airframe, propellers and even interior refurbishing.

You can also get flight training at Palmetto, but only advanced training, primarily in multi-engine turbine aircraft. "We want all primary and basic training to stay downtown," Adams said.

Since the Air Force left in 1963, Donaldson has never been a public airport and has not really been operated as an airport, but rather an industrial park. Aircraft owned by corporations

based at the field or their customers' airplanes have made use of the field but there has never been any large scale use of Donaldson by transients or students.

Now that Donaldson will soon have a published NDB approach, it is technically open for anyone to use, and some people, particularly those connected with the downtown airport, look on that prospect with a dim view.

But Sanders and Adams say Donaldson is not set up to compete with Greenville Downtown and that it is not their intention to take business away from the municipal airport.

"Our thrust will be air cargo, with plans for a regional cargo sorting terminal in the next 36 months," Sanders said.

"We don't intend to compete with Downtown, Adams said. We feel there is room for only one flight school in Greenville. If we both opened we'd lose money," he said.

On May 2 and 3, Donaldson will have a grand opening, or sorts, with the annual Boy's Home of the South airshow featuring, this year, the Air Force Thunderbirds. Thousands of people are expected for the event and many of them will fly their own airplanes. So the old base will hum once more with the kind of activity that it was built for.

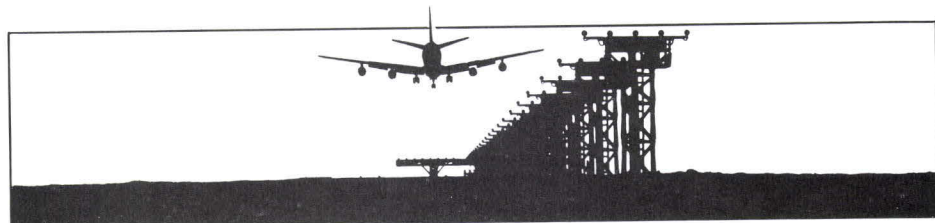
Deadline changed

To insure more timely delivery of "Palmetto Aviation", we will be printing each issue earlier in the month, beginning with this issue.

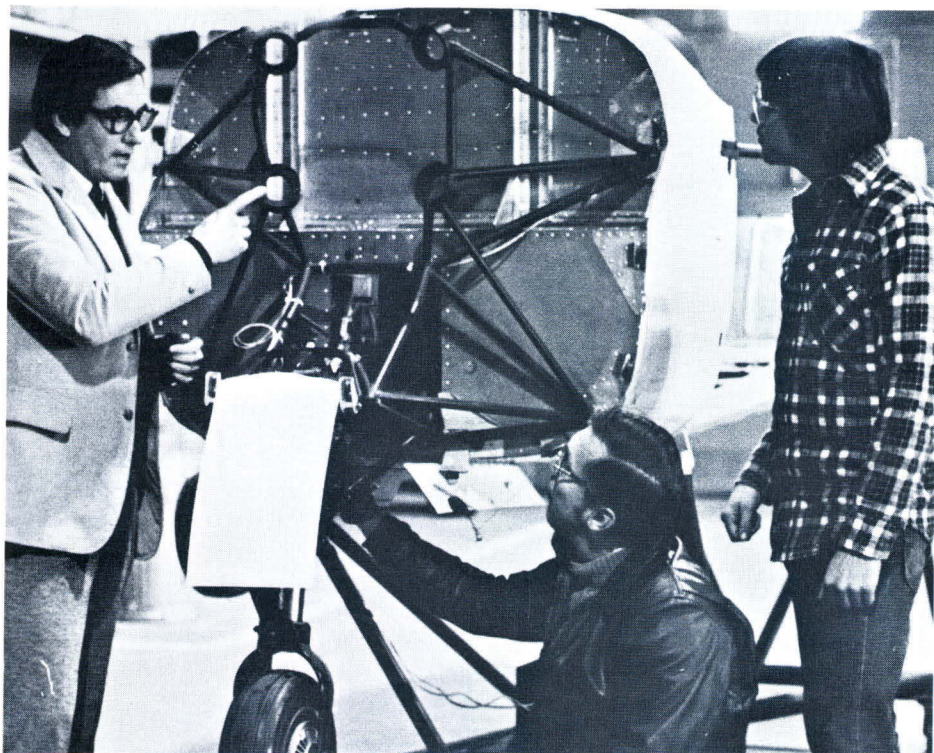
We welcome articles, announcements, and letters from our readers. But please remember if you want something in a particular issue, our new deadline is the 10th of the month before the month of publication.

For example, if you wanted something printed in the May issue, you would need to send it in to the editor by the 10th of April. It doesn't have to be elaborately written, or even typed, just so it can be read.

If you would rather call, the phone number is 758-8036. Ask for Bill Goodwin.



Trident TEC given retractable gear trainer



Cluny MacPherson (left), coordinator for the TTC Aircraft Maintenance Technology program, explains the operations of a Cessna landing gear system to students Bobby Shober and John Mohler (right). The landing gear was recently donated to the college by Cessna Aircraft.

The aircraft maintenance technology program at Trident Technical College has received a valuable training tool. The fully operational, retractable landing gear system, valued at \$8,000, was donated to the college by Cessna Aircraft in Wichita, Kansas. The full-size equipment includes part of the aircraft fuselage as well as the complete landing gear system for a Cessna Cutlass R-G.

The new equipment will provide students with "hands-on" training in such areas as critical adjustments to landing gear, complete wheel and brake servicing techniques, and electrical circuits for control and indication of landing gear position. "It is hydraulic landing gear pertinent to current technology," said Cluny MacPherson, coordinator of the aircraft maintenance technology program. "It is a direct connection with the real world for our students and is important because it's what they need to learn," he said.

MacPherson noted the presence of two Cessna dealers in the tri-county area and that the new equipment would have an impact on training students for jobs on the local level.

"Without the support we have had from business and industry, it would be difficult for this program to succeed," stated MacPherson.

1980 aircraft thefts up 49% over previous year

Aircraft thefts increased during 1980 but so did the rate of recovery according to statistics released recently by the International Aviation Theft Bureau (IATB).

During 1980 a total of 241 aircraft were reported stolen which is an increase of 49% over the previous twelve months. The estimated value of the stolen aircraft is \$20,700,000.

The Theft Bureau is a project of Aircraft Owners and Pilots Association (AOPA) and is sponsored by major aviation insurance companies.

"International smuggling of contraband is the primary reason behind these thefts," says Bob Collins, executive secretary of IATB. "Smuggling narcotics across the U.S. borders has become a popular vocation and unfortunately there is not yet enough law enforcement manpower and equipment available to adequately deter the criminals," he adds.

The Cessna 210 is the thief's most popular airplane with the Piper Aztec,

Piper Navajo and Cessna 400 series aircraft following close behind. The State of Florida reported the highest number of thefts (64). California reported 42 thefts; Texas 20; and Arizona 19.

More stolen aircraft are being recovered or located. By mid-January, 47% of the 1980 thefts were recovered or located. To date, 74% of the aircraft stolen in 1979 have been recovered or located.

"It is important that aircraft manufacturers, aircraft owners and airport operators make stealing an airplane as difficult as possible," says Collins. "A concentrated effort within the aviation industry and pilot community is necessary. If airplanes were manufactured with better locking devices; if airports took better security precautions; and if aircraft owners assumed more responsibility, there is no question that aircraft thefts would decrease," Collins adds.

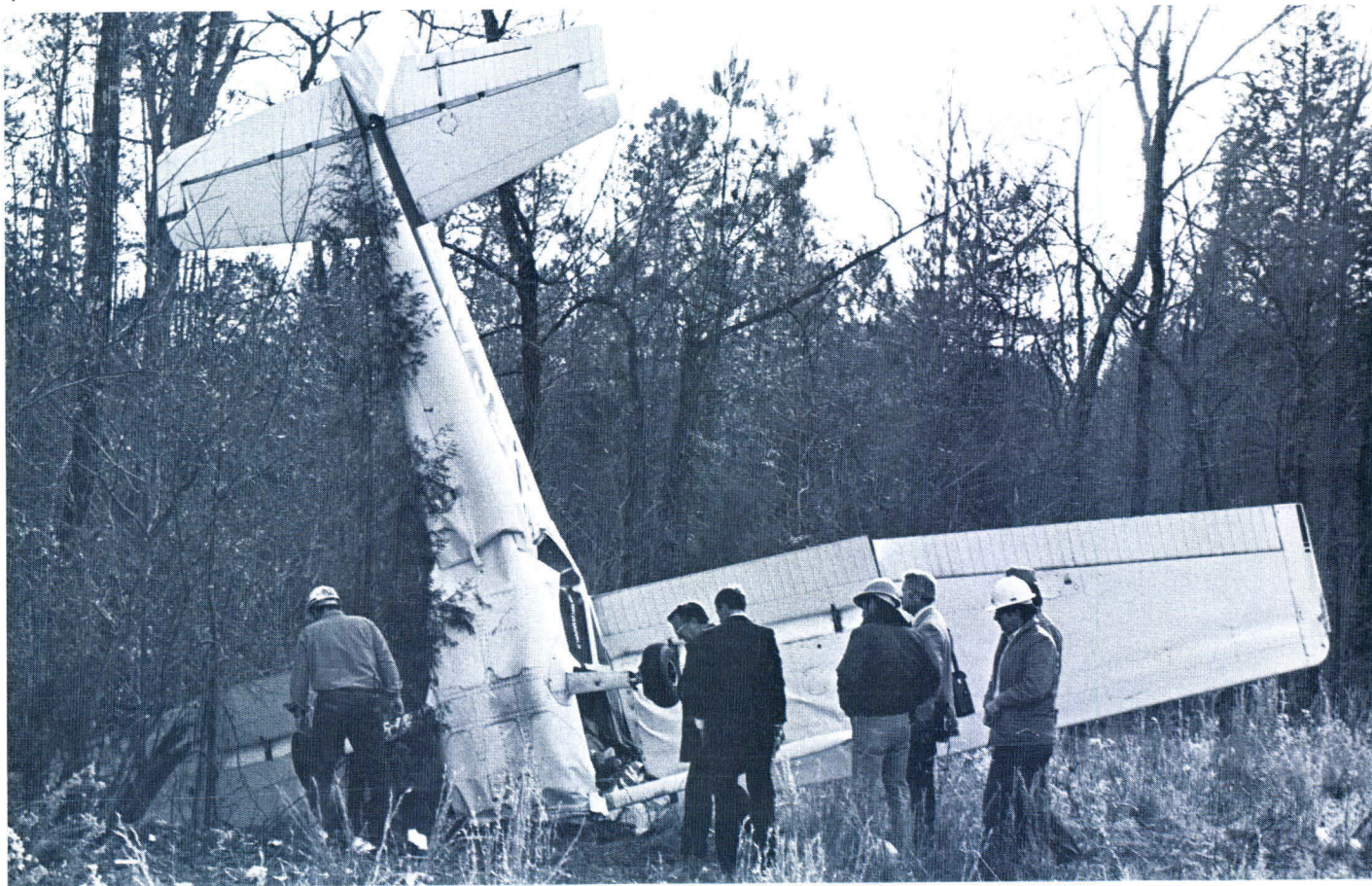
Beaufort plans improvements

Beaufort County officials are planning another \$690,000 in improvements at the Lady's Island Airport to complement the newly reconstructed runway and to put the finishing touches on the airport.

If funds can be secured, a 400 foot by 270 foot parking apron, a paved, lighted vehicle parking lot, a paved access road and additional landscaping and lighting will be added at the airport.

The planning documents which have been sent to state officials "is just an informal statement of what we're going to try to get done during 1981-82," County administrator Mike O'Neill said.

The federal government has yet to reappropriate funds for airport development, he said. "So there's no money appropriated for us or anyone else so far."



Two killed while patrolling power lines

Two men died in the crash of this Cessna 172 while on power line patrol Friday, Feb. 13, near the V.C. Summer nuclear power plant at Parr, S.C. The aircraft apparently hit two intersecting powerlines 1 1/4 inches in diameter while in level flight. It cut the first line but was stopped by the second. The aircraft impacted almost vertically. Killed were the pilot, 26 year old Joseph Nannarello and S.C.E.&G. Lineman Benjamin F. McAlhaney, Jr., (Aeronautics Commission Photo.)

Airlines had record low death toll during 1980

The nation's flag, trunk and local service commercial airlines had a record low number of fatal accidents and fatalities in 1980 — one crash in which 13 persons were killed — the Federal Aviation Administration said.

This is the lowest number of fatalities since 1933, when 17 persons were killed, and is dramatically below the 353 persons killed in six accidents in 1979. The one accident is the lowest since before 1928.

This was achieved during a year in which there was an airliner taking off somewhere in the country on the average of once every six seconds; a year in which the airlines flew a quarter of a trillion passenger miles — enough to take every man, woman and child in the country on a flight of more than a thousand miles.

"This is a record of which the airlines

and the FAA can justly be proud," FAA Administrator Langhorne M. Bond said. "But we must guard against complacency. Our goal must continue to be the complete elimination of accidents."

The nation's commuter airlines also had an improved safety record in 1980 — 25 persons killed in seven fatal accidents compared with 69 killed in 13 fatal accidents in 1979.

Preliminary figures on general aviation, which includes everything except the airlines and the military, showed a slight drop for 1980. There were 640 fatal accidents during the year resulting in 1,280 fatalities, compared with 658 fatal accidents and 1,311 fatalities in 1979. Both years are considerably below the 1978 toll of 793 fatal accidents and 1,770 fatalities.

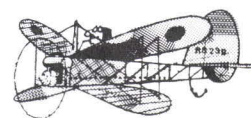
Breakfast Club



March 15	Bennettsville
March 29	Dillon Airport
April 12	Myrtle Beach, Don's Pancake House
April 26	Greenville Downtown Airport

The Breakfast Club met at Camden Airport Sunday, Feb. 15 and 115 people enjoyed Breakfast at DeBruhl's Restaurant.

As the weather improves, plan an outing Sunday morning to attend a meeting of the Breakfast Club.



Allen, Lamar promoted



JOHN H. ALLEN

John H. Allen, former executive vice-president, has been elected President and Chief Operating Officer of Hawthorne Aviation in Charleston.

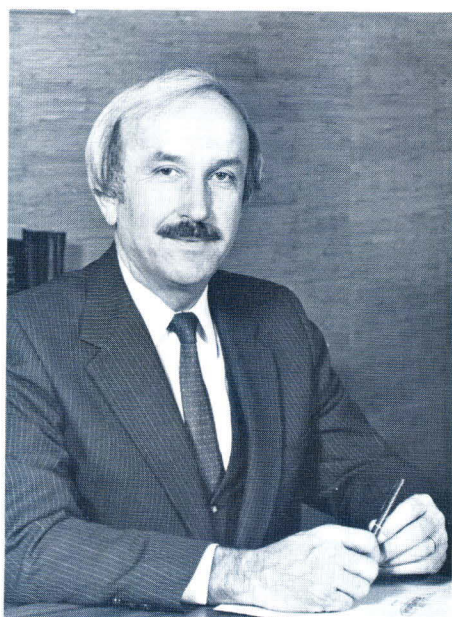
In his new position, Allen will have total responsibility for all divisions of the company, including the general aviation division, the wholesale division and the government contracts division.

Allen joined Hawthorne in 1973 and has served as vice-president of the company. He is an experienced pilot who is qualified in aircraft ranging from the smallest general aviation models to the U.S. Air Force C-5A Galaxy.

Vernon B. Strickland, who was elected Chairman of the Board, expressed total confidence in Allen as well as other members of the Hawthorne management team. He indicated that he believes the company is starting on a new growth cycle. Hawthorne employs 369 people and had sales of \$17 million in 1980.

Allen is a member of the board of directors of Charleston Junior Achievement and has served as a division chairman for the Trident United Way Campaign. He is a member of the Society of Air Safety Investigation, the Systems Safety Society, and the local chapter of the Air Force Association. He serves on the Trident Chamber of Commerce's Transportation Task Force and the Charleston County Aviation Authority's Air Service Advisory Committee.

He is married to the former Charlene Payne of Houston, Texas, and has two daughters, Sharland and Tamara.



RICHARD E. LAMAR

Richard E. Lamar has been elected vice-president of Hawthorne Aviation in Charleston.

As vice-president, Lamar will continue as general manager of the company's government contracts division. His duties will include managing all contract marketing efforts and supervising current contract operation. Presently, Hawthorne performs military aircraft maintenance at six locations in Arizona, Utah, Texas, Oklahoma and South Carolina. In Georgia, the company holds a general management and maintenance contract with the U.S. Army Corps of Engineers.

Lamar joined Hawthorne as government contracts marketing manager in 1977. In 1980, he was named general manager of the division.

Lamar is a member of the U.S. Army Aviation Association and the National Contract Managers Association. He is married to the former Edie Winland of Ozark, Alabama.

N.Y. TRACON

The New York Terminal Radar Control (TRACON) facility which opened recently to handle traffic in the New York Metropolitan Area will, we are told, "contribute significantly to reducing collision hazards."

The new center designed to handle the heaviest and most jumbled flow of traffic in the world, will have a staff of about 400 people and an annual payroll of \$13 million, making it the most expensive TRACON in the world.

We hope the taxpayers get their money's worth.

Aviation Calendar

MARCH 7: Clearwater, Fla. Southeast aviation trade show, St. Petersburg-Clearwater International Airport. Contact: Wendy Hoffman, Aviation '81 Interair Services Complex, St. Petersburg-Clearwater International Airport, Clearwater, Fla. 33520. Telephone: 813/531-1441

MARCH 15-21: Lakeland, Fla. EAA Sun 'n' Fun fly-in. EAA Sponsored. Contact: Betty Jones, 4195 Forrest Dr., Mullberry, Fla. 33860.

MARCH 29-APRIL 3: Washington, D.C. Smithsonian Institution Seminar: "World War II Aviation: A Closer Look." Contact: Nancy Starr, Selected Studies, A&A, Smithsonian Institution, Washington, D.C. 20560.

MAY 2, 3: Greenville, S.C. Donaldson Air Park, Boy's Home of the South Air Show featuring Air Force Thunderbirds, static displays, hot air balloons.

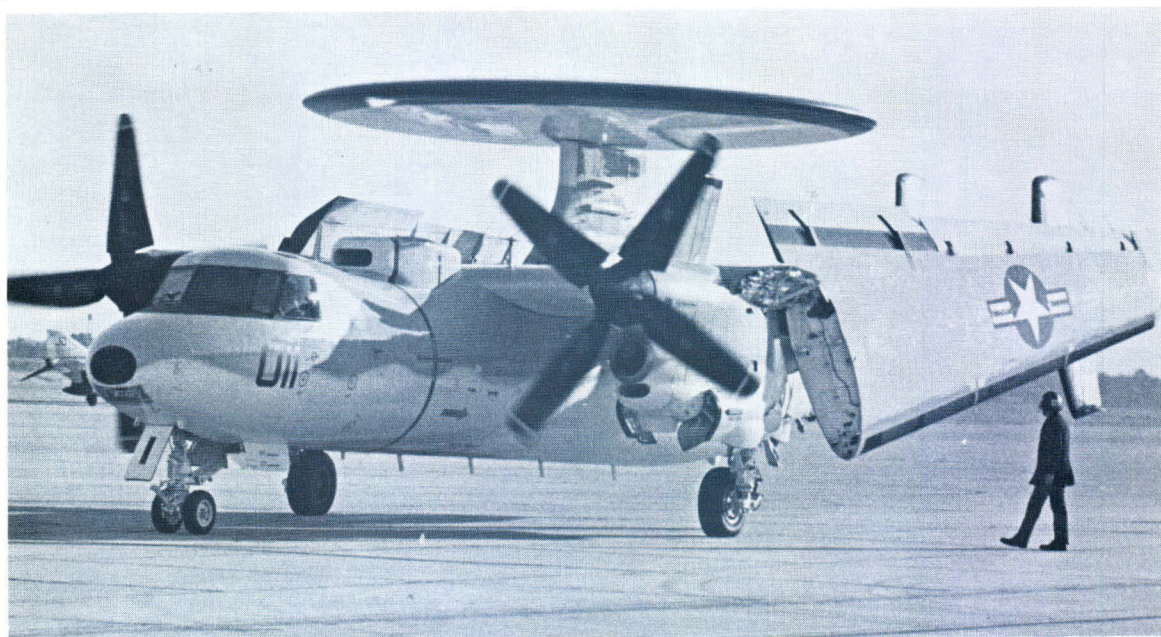
JUNE 4-14: Paris, France. 34th Paris Airshow, Le Bourget Airport. Contact: Hans J. Amrhein, Office of Export Promotion, U.S. Department of Commerce, Room 6317, Washington, D.C. 20230. Telephone: 202/377-4961

TIAA survey shows Americans still travel

In reconciling their desire for pleasure trips with their budgets in 1981, American families will be more receptive to reasonably-priced, innovative travel packages than ever before, officials of the travel industry have concluded.

The industry officials' beliefs have been outlined in the 1981 U.S. Travel Roundup Forecast, a survey taken seven times a year by the Travel Industry Association of America (TIAA). The survey also found that in 1981, American families will plan their vacations earlier and more carefully, because travel remains a priority in this country despite concerns about the economy.

Members of the survey included the Air Transport Association of America (ATA), which forecast a moderate upturn in the economy during the second half of 1981. The ATA said the upturn would favorably effect the airline industry, which sustained a five percent decline in revenue passenger miles and record operating losses of \$200 million in 1980.



**Navy
E-2C**

Navy AWACS joins in exercise at Shaw

By Maj. Ed Sawyer

Shaw AFB, S.C. saw a lot of Navy and Marine activity recently.

Many folks were wondering what that odd looking plane was that was seen flying over the Palmetto State during the middle of the month. It was an E-2C, the U.S. Navy's version of AWACS (Airborne Warning and Control System). It, as well as several Shaw units were participating in a combined forces training exercise called "NAVEX 1-81" January 12-20.

The primary purpose of this event was to test command, control and communications capabilities interfacing between U.S. Air Force, Navy and Marine Corps Forces on the East Coast. Key players from Shaw were the 62nd Tactical Reconnaissance Squadron and 507th Tactical Air Control Center. The 507th TAIRCW also had a communication relay site at Tybee Island, GA which provided a radio link to the U.S.S. Forrestal Aircraft Carrier, the hub of Navy Operations.

A Marine Tactical Reconnaissance Squadron from El Toro, CA pulled their annual East Coast deployment at Shaw, January 14 through February 5. The 62nd TRS was host, providing photo processing support for about 130 Marines from the 3rd Marine Air Wing and their six RF-4B Phantoms. The Marine activity was not part of any exercise, just missions to help keep their pilots familiar with East Coast areas and support Joint Chiefs of Staff and Department of Navy Reconnaissance Tasking.

According to a Marine spokesman, their aircrews find flying in South Carolina more challenging due to the varied terrain along the East Coast. During their visit, the weather was very good most of the time and their people gained a great deal of experience working and flying in this area.

When visitors are operating out of Shaw, civilian pilots need to be cautious around the Shaw local area and low level training routes, because aircrews unfamiliar with the area are more concerned with the terrain than unannounced air traffic. Bottom line: be careful, a near miss is no fun.

FAA Maintenance Notes

Recent crash caused by overtightening oil fitting

Recently a single engine airplane was substantially damaged during an emergency landing because of engine failure. The engine failed due to an external oil leak which exhausted the oil supply. The powerplant failed internally due to the lack of lubrication before the pilot could return to the airport he had departed just minutes before.

Preliminary investigation disclosed that a high pressure oil line fitting delivering oil to the constant speed propeller had failed due to overtightening. The engine had been installed about six hours previous to the accident and the fitting was installed during the engine installation.

The failed fitting used a pipe thread and was screwed into the engine crankcase. In aligning the fitting to properly connect it to the oil line, it was obviously overtightened. The resulting fracture

required only a few hours operation before engine vibration and pressure loads caused complete separation and a massive leak.

Maintenance personnel should be cautious in torquing fluid fittings, especially those incorporating pipe threads. The tapered design of the pipe thread allows high stress loads to be transmitted to the fitting when overtightened.

AC 43.13-1A, Chapter 10, contains information on hydraulic lines and fitting and cautions against overtightening.

Not only is proper installation of fluid lines and fitting necessary for safe reliable operation of the system, it is required by regulation. The mechanic involved in this instance has been charged with a violation of the performance rules of Federal Aviation Regulation Part 43.

Goff speaks

South Carolina Aeronautics Commission Chief Planner Jimmy Goff spoke at a transportation seminar in Washington, D.C. sponsored by the National Transportation Research Board in January. His topic was the impact of general aviation on South Carolina's economy. (Aeronautics Commission photo)



Listen for ELT's

Our good friends of the Civil Air Patrol spend considerable time and money chasing down accidental, inadvertent ELT transmissions. The most frustrating aspect of this is that, when the ELT is located, it is almost always in a locked aircraft or in a hangared aircraft at a lonely airport in the middle of the night. The Fourth and Fifth Amendments to the U.S. Constitution prohibit anyone from making a forced entry into the property of another, hence members of the CAP cannot enter a locked aircraft to shut off the ELT.

For the past several years, we have pursued various potential solutions to this nagging problem — to no avail it seems. Various organizations have publicized the problem and have asked pilots to momentarily listen to 121.5 MHz at engine shutdown to check for accidental operation of their own ELT. It is also suggested that the Fixed Base Operators briefly monitor the emergency frequency several times during the day and especially just before they close for the day.

Other information is available in the Airman's Information Manual on the use of ELT's. Hopefully, we can give the CAP some help on this problem and when some of us need to be rescued, they will be available.

Tech Center looked at for Space Shuttle site

The Federal Aviation Administration (FAA) reports NASA is investigating the feasibility of using the Center's Atlantic City airport as an East Coast landing site, in the event the Space Shuttle cannot return to Cape Canaveral.

Eight sites are under consideration from North Carolina to the Tech Center.

The first Space Shuttle flight is scheduled for late March, and because of the light payload, an emergency landing site will not be required.

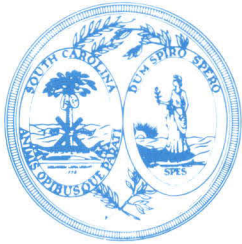
Future missions will have increased payloads and the Space Shuttle will be flying to higher orbits, using engines designed with a new technology not used for orbital missions before.

The Tech Center has a major drawback; the Space Shuttle requires a minimum landing strip of 12,000 feet. The Tech Center's longest runway,

13-31, is 10,000 feet. Consideration is being given to extending the runway.

From a geographical standpoint, the Tech Center is rated favorably. The shuttle would leave Cape Canaveral in a northeasterly direction, and could jettison its booster rockets over the Atlantic Ocean and make a gentle turn into the Tech Center. The Center's close proximity to the ocean is a big factor since the Shuttle does not have much maneuverability under emergency procedures without power.

Tech Center engineers are studying the weight factors associated with a landing as well, as they relate to the runway thickness, but spokesmen say with improvements to the main runway, the Tech Center could accept the Space Shuttle without any problem.



SOUTH CAROLINA AERONAUTICS COMMISSION

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